

WHAT IS REQUIRED

The following priority projects will optimise the freight network and improve connectivity:

- Neaves Road re-alignment to Flynn Drive and upgrade east to Tonkin Highway;
- Commencement of Whiteman Yanchep Highway prior to 2031;
- Whitfords-Gnangara Road realignment and intersection upgrade at Wanneroo Road, Wangara Industrial Area;
- Extension of Lukin Drive to connect the Mitchell Freeway with Wanneroo Road; and
- Implementation of the Two Rocks Marina Masterplan.

BACKGROUND

Targeted road freight issues are covered under Productivity: Neerabup Strategic Link, which outlines the crucial role that the West-East Development Corridor plays in strengthening the road-based freight links for the City.

Freight systems however also must take into account air, sea and rail infrastructure. The City's Transport Strategy 2019/20 includes the following principles relating to freight:

- Effective freight network - alleviating road capacity to prioritise the efficient movement of freight
- Well-connected employment precincts - developing precincts that are connected by a range of transport options

These principles underpin the City's requirement for effective freight systems.

This project outlines the City's position on freight opportunities for future development.

KEY ISSUES

- Freight has been identified to be a crucial service during COVID-19 with WA depending on inwards goods, growers, and exporters trying to move product to markets in Australia and overseas.
- With the projected growth of the inner Perth metro area it is expected in the future that the logistics of moving large volumes of goods through residential areas will pose problems of noise, safety and timely delivery.
- Having freight points closer to product origin cuts down transport costs, which is reflected in lower point of sale costs. This helps to open up new markets where timely delivery of fresh produce is essential such as flowers and live fish markets. Currently producers of goods in the City freight goods to Fremantle Port, the airport or various freight hubs around the State for road and rail distribution. All of these options result in freight movement south of the City, often through residential areas.
- Inwards investment will prove more difficult for Industrial Estates such as Neerabup and Wangara unless a well-designed and functioning multi modal freight network is in place. A lack of such a system will impact negatively on long-term economic growth.

CURRENT PROJECT STATUS

In supporting this call for improved freight systems serving the City, the City of Wanneroo has endorsed a bold blueprint to stimulate discussion with infrastructure agencies and to register the City's commitment to ensure that future freight needs are delivered. A sub-regional freight study is required to understand future needs and to plan for infrastructure delivery.



ROAD FREIGHT

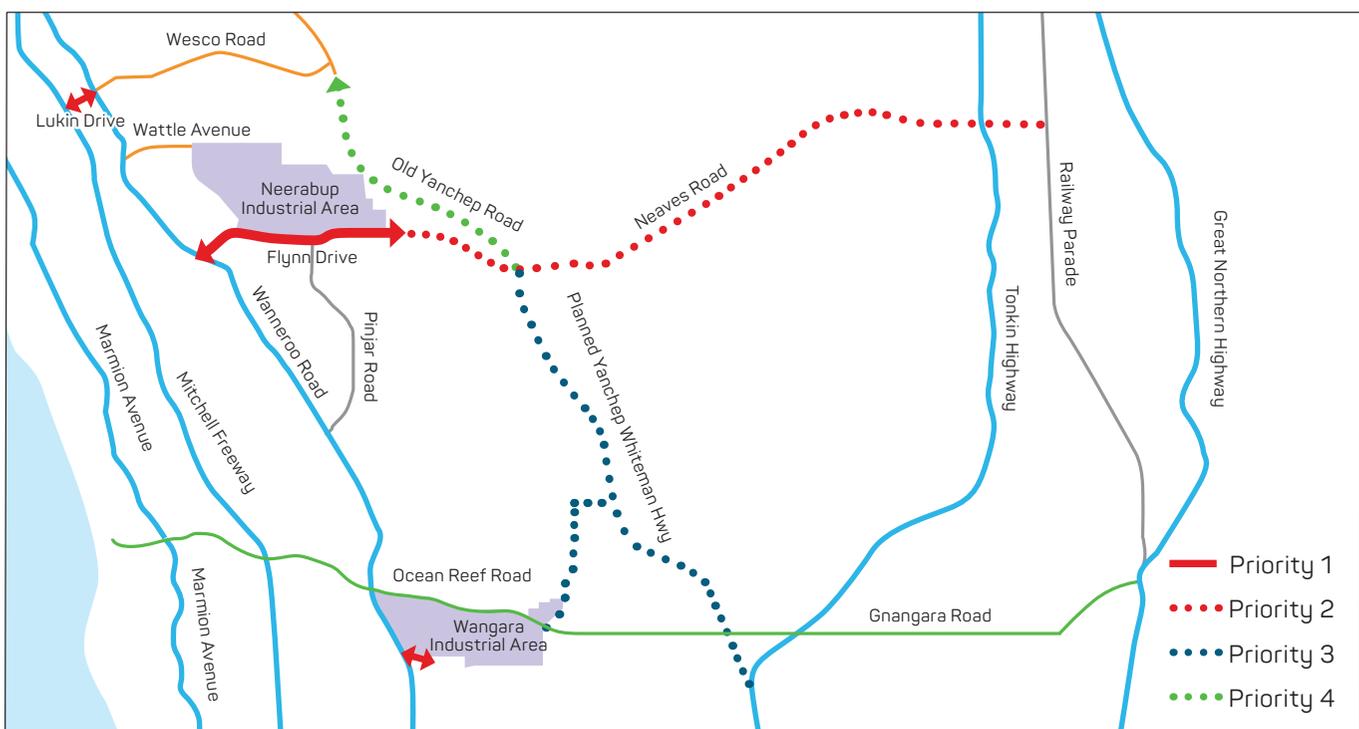
Traffic congestion is associated with loss of amenity, increasing travel times and environmental damage - all of which reduce liveability of cities and economic productivity.

The North West Perth Metro Region (PMR) is lacking critical north-south and east-west freight transport routes. These routes are required to activate and stimulate commercial activity in Neerabup and Wangara Industrial areas, and to provide greater access to major activity centres (Joondalup, Wanneroo and Yanchep). They also act as key freight transport routes (Great Northern Highway, Perth-Darwin Highway and Mitchell Freeway) to connect with other freight distribution hubs.

This has been recognised in the 2021, 10 Year Industrial Lands Strategy WA, which states:

"The key issue for the North-West subregion is the lack of key demand drivers for industrial land. Majority of industrial demand is population driven and the North-West sub-region has the lowest employment self-sufficiency of any region. In terms of infrastructure provision, it will be critical to link the North-West and North-East sub-regions with a North-West sub-region Wheatbelt Perth Legend road. This will involve upgrading Flynn Drive between Wanneroo and the future Whiteman to Yanchep Highway, upgrading Neaves Road to a primary distributor road to improve capacity and efficiency for freight and general traffic and finalising the upgrade of the Gngangara Road and Wanneroo Road intersection. The Whiteman to Yanchep Highway is a proposed new freight route which will connect Neerabup and the new proposed industrial areas with Perth Airport, Kewdale Intermodal Terminal and established industrial areas such as Malaga and Welshpool.

The timing of these upgrades to coincide with investment underway such as the Mitchell Freeway extension to Romeo Road needs to be taken into account."



RAIL FREIGHT

Growth in the proportion of freight transported by rail brings many benefits to the community. Rail is also vital to industries seeking to transport significant volumes of product via sea freight. An analysis of WA's rail freight network confirms a scarcity of lines to service non-mining related high volumes. Linking Western Australia to the rest of Australia has been recognised by Infrastructure Australia (IA) who have identified as a priority initiative the need for an advanced train management system for the interstate rail network.

"Australia's interstate freight rail network comprises many long sections of single track. This restricts the number of train paths, reducing rail's competitiveness with road, and hindering rail's ability to meet growing freight movement demand. The interstate freight rail network needs to be enhanced to accommodate growth in the freight and passenger task, and improve efficiency and safety" IA 2021.

A number of freight rail providers in WA are also working with the Freight and Logistics Council of WA to improve systems. The WA State Government is reviewing the role Tier 3 lines could play again in moving bulk commodities such as grain.

The current rail freight system is complex with multiple service providers and different line gauges. Current State policy is to improve rail freight and reduce road freight and its impact on the road network and users. For the City of Wanneroo's industry to capitalise on this freight system, there needs to be more integration into logistic hubs for ongoing rail freight.

SEA FREIGHT

Western Australia's ports are crucial to the State's connection to global markets. Shipping remains the most cost effective mode of international transport, especially if our exports are to remain internationally competitive. The City relies on Fremantle Port as WA's largest cargo facility.

A long-term dependency on a single port in the southern Perth Metropolitan region (PMR) is functionally inefficient and does not take into account regional geo-political risk implications of only one urban-based port.

Infrastructure Australia has identified this issue as a priority initiative in 2021 and is considering Perth container terminal capacity and land transport access. The project timeline is 10-15 years.

"Western Australian State Government is working on developing the future container port: Westport at Kwinana. Over the next three years Westport will deliver: a clear timeline and strategy for transition; certainty that land will be available and the development is environmentally acceptable; provide confidence that the approach will deliver better trade and economic outcomes; and begin enabling works and activities to prepare for the major port development." Department of Transport WA 2021.

The City has previously identified that an additional port located in strategic proximity to the northern Perth Metro could contribute to significantly improved export competitiveness, reduced import costs and increased economic investment in the northern Perth Metro and adjacent regions in the State. A northern port offers the potential to reduce the direct and indirect costs associated with freight destined for export, which enters the PMR from the north.

This freight presently travels a "round about" route through the heart of Perth metropolitan area to access ports at Fremantle and Kwinana this is both inefficient and costly.

This position is not intended to compete with the Westport project, but it is seen as an important addition to that plan.

Ports play a key role in the cruise ship industry as well but this sector has yet to reposition itself post COVID.

Whilst not strictly a port, the Two Rocks Marina is already a significant contributor to the regional economy and with the implementation of the Two Rocks Marina Masterplan as a key expansion project, this contribution could be increased significantly. Due to the scale of the expansion project, federal and state funding will be required.

AIR FREIGHT

Low volume high margin and perishable exports such as flowers and live fish lend themselves to air freight.

As Perth's population and freight task increases, pressure will be placed on its current primary passenger airport to accommodate demand for airfreight both within Australia and overseas. This high degree of air traffic has many risks in residential areas including noise and WA will need to assess the future capacity for the State.

The City of Wanneroo and adjacent regions offer many advantages in terms of geography, links with freight corridors and land availability. The City made a submission in April 2020 on the Draft WA Aviation Strategy and made the following comments in support of airfreight:

"The City forms part of a \$1 billion per annum regional food zone producing over 60 agricultural products. It alone contributes 34% of the total gross value of agricultural commodities produced in the Perth region. An airport could facilitate further growth in this sector by servicing domestic and international export markets."

The final report is pending

The City of Wanneroo is well placed to be part of any further work in this area and would welcome an opportunity to contribute.

EXPECTED ADVOCACY OUTCOMES

- Continued monitoring of road and rail freight movements linking logistical hubs such as Muchea to the industrial estates of Neerabup and Wangara via collection of road user data.
- Recognition by the WA State Government that the City of Wanneroo is a key stakeholder in any discussions regarding a northern airport.
- Recognition by the WA State Government that the City of Wanneroo is a key stakeholder in any discussions or development of coastal freight systems in the northern regions.

- Recognition by Main Roads WA that timing of related road infrastructure could offer economies of scale in considering the suite of road projects identified.

FUNDING STATUS

In the lead up to the 2021 WA State election, the following promises were made relating to funding for a range of projects:

- Feasibility study to improve transport connections between East Wanneroo and surrounding suburbs - **\$5m**
- Transport and land use plan for Wanneroo Road - **\$1m**

For Rail (other than the Yanchep line), Air and Sea, no funding has been committed to date.

ADDITIONAL FUNDING REQUIRED

- \$250k for a freight study to be undertaken;
- Funding to the Department of Transport to implement the delivery of the Two Rocks Marina Masterplan;
- An additional \$7m to complete Flynn Drive through to Old Yanchep Road. The project budget has been supported by the \$22.5m from State and Federal Government but there remains a shortfall to complete the project.
- Neaves Road realignment. This project involves the City of Swan and is expected to have a total budget of approximately \$60m; and
- Lukin Drive, which Council agreed to support November 2021, will require investigation by State Government.

FOR FURTHER INFORMATION

For further information on this project contact:
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